#### GAZETTE HAWAIIAN

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### LOOKING OUT FOR OURSELVES

Captain Matson's campaign for steamship monopoly, which brought about such a sudden reversal of the attitude toward the coastwise shipping bill of Honolulu's commercial bodies, easily gets the commercial backing of San Francisco. The Chamber of Commerce of that city, to which the Captain belongs, has cabled the local Chamber, advising it not to act against the constwise law, and the same matter has been pressed by Senator Perkins. What it all means is that the influential shipping and shipbuilding elements of the San Francisco Chamber, including Senator Perkins, who represents his company; the Pacific Coast Steamship Line, in that body, are working in their own interests as against a proposition framed in behalf of Honolulu-and don't want us to find it out. In other words, with a neat pretence of impartiality, they really ask this city to stop playing its own game so as to play the opposing one of the great metropolitan port. Obviously, Honolulu has been picked out for the Reuben who huys the gold brick and it will be the prize Hayseed of the year if the shipping monopolists, in the guise of the San Francisco Chamber of Com-

merce, can play the trick. We are admonished with the same wisdom which urged Honolulu to make an enemy of the next President of the United States; which induced it to protest against a most useful reform in the Board of Health and to resist the transfer of an Army officer who had been here building harbors so as to assign one who was an expert in building forts-we are admonished by this sort of wisdom to be meck and self-sacrificing in the presence of San Francisco business men lest they do us injury. San Francisco injure its best customer? San Francisco raise its hand against people who are spending ten millions a year in its market and might, if given annoyance, take that trade to Los Angeles or the Sound? San Francisco fight Honolulu? Not on its life. If the commercial bodies of this city started in to turn the tide of our trade away from San Prancisco, that city would send a deputation here barefoot to ask for terms. If we did but know it, Honolulu absolutely commands the situation so far as the good will of the metropolitan business interests is concerned.

Even if questions of our own gratitude were involved, who has the larger claim on it-the Roosevelt administration or San Francisco?

The pretence that a policy, favored by the President of the United States and the Republican leaders of Congress-protectionists all, who are doing what they can to pass the shipping subsidy bill-is a deliberate effort to drive the American flag from the sea, is pabulum for fools. The issue is one of simple business, of economic self-preservation, and has nothing to do with the Fourth of July. We are after good sea service, American if possible, foreign if need be, What has happened under the American shipping monopoly in these waters? Very little, indeed, to solve the tourist problems of this port. We have fewer ships to travel in than we had before annexation. Three new ones have been taken off. Two six and eight day tubs constitute our ferry squadron. Instead of waking up and providing ships that nothing could beat, American shipping interests have hung back and let the Japanese, who have no monopoly, forge ahead. The finest and fastest vessels on this course of travel are under a foreign flag and under a free-for-all competitive system. The "flag" monopoly has no ships which would go for more than second-rate passenger boats on the transatlantic route. It is time, as the President points out, for the American shipping interest to rise to its opportunities; and it is provided in the Hawaiian relief bill that, when they do, the exemption given these Islands shall lapse. If the flag wants to gather every Honolulu passenger under its folds and guarantee him a fair chance to come and go, it may do so. If not, then it is but fair to Hawaii to give any or every other flag a chance.

In another column we have taken pains to expose the hypocrisy of the Bulletin in disputing now the very arguments which it used less than two years ago in favor of the suspension of the constwise shipping law. It is not that the Bulletin is important, except as it reveals the attitude of the one or two men, engaged since the meeting of 1907 in the shipping business, who control its policy. Before these men became the agents of American lines they wanted Honolulu to have freedom from the constwise fetters-and, of course, the Bulletin did. Now they want the other thing and the Bulletin acquiesces like the trained spaniel that has been told by its master to stand up and bark. For additional proof of how great the change has been in the spirit of the evening paper, it might be well to read the plea made by Mr. Thurston for a suspension of the coastwise law at the Young Hotel meeting of August 8, 1907, and then construc these editorial paragraphs in the Bulletin of August 9-a paper which now describes the friends of the relief-measure as criminals and traitors to the flag:

What sort of patriotism is it that hamstrings the prosperity of a Territory by refusing to furnish it with sufficient transportation facilities of a certain, definite 'legal' type and in the same breath excludes all our people from the use of the ships of other nations? And this effusion:

Mr. Thurston's talk before Secretary Strans was in such close accord with the well-recognized policy of the Bulletin that the only cause for surprise is that he lets his own paper wander off on such impossible fool tangents.

## MARINE ENGINEERS OPPOSE RELIEF BILL.

It is natural for our marine engineers, who only find employment on American beats, to stand by the constwise laws. That, they think, is to their own interest. On this account they should be the last to blame Honolulu, which wants its share of the enormous tourist business, from acting also in its own interest. However, the marine engineers may find solace in the fact that the relief bill, if it becomes a law, will lose its efficacy when American ship-owners put enough vessels on the Honolulu run to handle the business. Shipping mosopoly has never induced them to do it; perhaps active competition would,

Touching the argument of the marine engineers that "every war the United States ever had has been won by the navy (sie) and that the navy for each war has been recruited directly for the occasion from the merchant service,"hence the need of American merchant ships and crews for naval recruitingwe venture to remark that the modern naval force of the United States is chiefly recruited among farm boys. It is not necessary to have had previous sen-training to make the efficient machinists, electricians, gunners, engineers, mechanics, riflemen, etc., who constitute the crew of a battleship. And even as to scouts and auxiliary cruisers, only the swiftest of the great Atlantic liners can be expected to venture far into waters patrolled by torpedo destroyers and 27-knot scout cruisers. It is getting so that the main use of the merchant marine to the navy is that of carrying coal; and for this duty the Government has begun building colliers of its own. It is also experimenting with oil and may eventually replace colliers with oil boats, which have to be specially constructed. In five years' time our merchant marine may be a hindrance rather than a help to the navy, in that it will have to be protected.

We quite agree with the engineers in the belief that American deep-sea eteamer lines should be subsidized. An effort is being made here to deceive the public with the idea that those who support the relief bill are against the subsidy bill. They are not. That is a relief bill, too; and if a subsidy induces the American ship owners to give Hawaii the rapid and frequent transportation it needs, a coastwise exemption law will find no further support here.

Senator Perkins, in his letter to the Chamber of Commerce, of which the Bulletin is making so much, states "while the Islands themselves desire to give the National Guard of Hawaii brought up to full regimental strength. It would to foreigners the profits of carrying their protected products to market." This be well for young men of military tastes, especially those of an element not shows how much the worthy Senator from California knows about the bill con- adequately represented in the ranks, to form additional companies for the first cerning which he is proffering advice. The bill gives no carrying rights to any ships but American, so far as protected products are concerned. Probably the Senator secured his misinformation from the Bulletin, which has a larger supply of that commodity than anything else. Senator Perkins simply does not know what he is talking about and the value and consideration to be attached to his letter of advice ought to be based on that fact.

#### SAVE THE RELIEF BILL

I call particular attention to the Territory of Hawaii. The importance of these Islands is apparent and the need of improving their condition and developing their resources is urgent. \* coastwise shipping laws should be amended to meet the special needs of these Islands,-President Roosevelt's last Annual Message to Congress,

Honolulu has only itself to blame if this wise and patriotic counsel bears no fruit. A bill for our relief, along the lines suggested by the President, was introduced in the House and was about to pass when the news that our mercantile interests were opposing it reached Washington, whereupon the measure was returned to committee to await further light on local public sentiment. The bill is yet held up, although Delegate Kuhio says it may be passed by the present Congress if Honolulu will support it. Accordingly a public meeting is to be held under the auspices of the Civic Federation, which the Governor and others will address and to which everyone interested in the subject is

The opposition to this bill is small and selfish. It is that of a few people who hold stock in or are influenced by the lines that hold a monopoly of the passenger traffic between here and San Francisco, and by a newspaper which is notoriously under obligation to the lines referred to. These people are making much of patriotism so as to hide their private reasons for resisting a measure of great public utility; describing the proposal to suspend the coastwise laws for the benefit of this Territory as an effort to "strike the flag," and thus accusing the Republican President and the Republican leaders of Congress, of

Back of all this humbug is the stark fact that a steamship monopoly which has, for years, made a mess of our tourist business, wants to hang on. But for its ability to hang on, Honolulu would be one of the world's most prosperous watering places today. Everybody knows what keeps tourists from coming here in crowds and why tourist agencies no longer help us; it is be cause of the uncertainty of visitors getting transportation back when their time comes to leave. The flag, though representing the sole right to carry passengers to and from Honolulu, has not provided the needed shipping; and this town has had the dismal experience of seeing plenty of fine ships on its route which could not do Honolulu a dollar's worth of good, though tourists clamored for passage. Instead of encouraging shipbuilding, the shipping laws-which had been stretched two thousand miles from the coasts they were intended to cover, so as to include these Islands-became the stay and prop of monopoly The world over, monopoly is the synonym for poor service; and all this time we have neither had modern, fast bonts nor bonts enough. Even yet our largest American vessels have no wireless plants and no speed; and the best of them, in getting up their outbound passenger lists at San Francisco, have held Honolulu applicants back so as to fill their cabins with through passengers It was seeing these things which led the President and the leaders of the pro tectionist Congress to declare for the measure of relief which will, if it be comes a law, give this port the benefit of every transpacific passenger steamer that comes this way. Most of us desired this boon awhile ago, flag or no flag; both commercial bodies petitioned for it and pleaded personally with Mr. Straus and if any of us afterward changed our minds at the instance of friends who owned local steamship stock or because we were given free round trips on monopoly vessels, the fact did not affect the argument which convinced the President of the United States and the Republican leaders of Congress and which had previously convinced the Honolulu Chamber of Commerce and Merchants' Association. Nor did the flag protest sound especially persuasive from men who had long been trying to reverse, in their private behalf, the American policies toward Chinese, contract labor and immigration.

By taking such action as the President recommended in his annual message, Honolulu can acquire the services of five fine passenger vessels already built and running. Since this agitation began one of the American passenger vessels already in commission has been taken off the Honolulu passenger route; and we are promised but one new steamer in two years. To await the building of that vessel, which would be insufficient of itself, and deny the inhibited ships now on this ferry a chance to help the town, is simply to head off Honolulubound tourists and render no service whatever to the American shipping industry. That has not responded to our full need; and shows no signs of wanting to; and the natural and political guardians of the tariff are as disgusted over the matter as we ought to be and as the unstocked majority of us are.

"Pafriotism," said Dr. Johnson, "is the last refuge of a knave." When all else fails in carrying out some questionable private scheme, then unfurl the flag. The thing is done in this case by the Bulletin for the sake of a few misguided stockholders in existing steamship lines whose hands the editor of that paper is forever smelling for a stray bone. For their sakes the yenal and preposterous Bulletin is willing to have the tourist tide sent somewhere else; to destroy an interest which has been worked up for years at a cost of tens of thousands of dollars; an interest which, if allowed to expand, would crowd the passenger lists of every American as well as every foreign bottom that could be got into the business and do much to make Honolulu a greater commercial port and a richer and more enterprising city.

Very soon the people of Honolulu, the broad-minded men, the citizens who look to the general good, will have a chance to express themselves for the common welfare and we believe they will do it with an emphasis that can not

be mistaken.

## THE CASE OF THE JIJI.

In its latest issue, the Nippu Jiji, organ of the wage agitators, says: "The Advertiser, speaking without shame, and with habitual honsense, urges the authorities to take a hand in the matter we are advocating and restrict our freedom of speech. Its lunacy and solidity are beyond 'criticism." The Nippu then compares the cause it is advocating with that of the San Francisco reformers, and says: "What we want is to save the laborers from their destitute condition! No bluff, no law, no police, no grand jury can shut our mouth! "?

No one wants to limit the freedom of speech enjoyed by the Jiji, The point is to restrict the license of speech on the part of that or any other paper which tends to promote violence or public disorder, a thing very easily done under the law as laid down by Judge Gary in the Chicago anarchist cases by which, as we take pains to inform the Jiji, an editor was hanged for no more incendiary writing than that which appears in the Jiji from day to day.

The Jiji indulges in very high talk about what the grand jury and the law can not do. It is the Advertiser's sincere hope that its Japanese contemporary will not put its theories to the test, even though egged on by white shysters who like to make trouble on plantations so that they may collect fees for

There is no bluff in the prosecution which is now beginning. The only bluff seen is that of calling laborers destitute who, out of their wages not only support themselves but send millions of dollars every year to Japan.

The Bulletin explains that, when Secretary Straus was here, American shipbuilders were not doing their duty by Hawaii, hence its support of the relief measure then. "Since that time," it avers, "things have changed." How changed may be seen in the fact that we have only acquired the Lurline, an eight-day hoat direct and a slower one with her side trips counted in; and are promised another and better boat within two years. On her last previous trip, the Lurline, instead of going from here directly to San Francisco went there by way of Kahulul and the last time, she went from Honolulu to Hilo, from Hilo back to Kahului and then from Kahului to the coast. Fine exhibition this of relief to Honolulu by American shipbuilders! Happy substitute for the service offered by five direct foreign liners, two of them the fastest, largest and finest steamers on the Pacific-one of which the San Francisco Chamber of Commerce, which advises us so sapiently, selected to carry the coast business men to Japan.

Far better is it for Hawaii to build up its own fleet of American ships under the American flag, ships that will carry our tourists in steadily increasing numbers, than to turn aside and accept as final the ruin of the American merchant marine,-Bulletin,

Honolulu tried it less than two years ago, using its best hustlers, and could not raise money enough to build one ship. Does it propose to repeat this failure in an effort to escape the chance offered to get the services of five first-class liners free?

As stated in this paper a year ago, the Federal government desires to have regiment. There is also a way open to recruit a naval reserve battallon, for ident McKinley was assassinated and which a gunboat would no doubt be assigned, as elsewhere, for armory use.

The Star is both for and against the relief bill. That is taking two sides without the slightest reference to the Subsidy bill, which most Republicans support and which is a good measure.

# BIG STICK STUCK INTO LIVELY HORNET'S NEST

By Ernest G. Walker.

(Mail Special to the Advertiser.)

WASHINGTON, January 4 .- Pres-WASHINGTON, January 4.—President Roosevelt today salved the wounds of an offended Congress with a twenty-eight page pamphler message about the Secret Service. But there was not salve for all. Salt was applied for members of the House appropriations committee. They were the men who insisted on last year's legislation that tied the hands of those operating the so-called "black in the Capital for some time to come. cabinet.

He specifically disclaims representa-tions that "the majority of the Con-gressmen are in fear of being inves-tigated by Secret Service men." He says he has made "no charges of corruption against Congress nor against any member of the present House." With these disclaimers, as a preface

to his reply, the President proceeds to deal hard blows upon Representative James A. Tawney, chairman of the House appropriations committee and upon Representative Walter I. Smith, of Council Bluffs, Iowa. He also thwacks hard at L. White Busbey, Speaker Cannon's private secretary. By inference at least he tattacks the inference, at least, he attacks the Speaker himself, for he says that the views expressed in a newspaper article, written by Mr. Busbey, he (the President) has personally found to prevail among the Congressmen who are opponents of the Secret Service. The President ident leaves one to infer that the cam-paign was conducted in the Speaker's

Placed in the Ananias Club.

The President says that the allega-tions made by Mr. Busbey "are wholly without foundation in fact." Secretary Cortelyon wrote a letter to Mr. Taw-ney about the Secret Service in which, ney about the Secret Service in watch, according to Mr. Tawney's statement that Secret Service men have snaudr to the House Mr. Cortelyon admitted ed Congressmen. He has found the retained the provisions under which the port of an investigation made during the Haves administration, which he violated year after year for a number of years in his own department." The President appends a copy of Mr. Cortelyou's letter with this comment, "It cial message. Representative John D. makes no such admission as that which C. Atkins of Tennessee was then Mr. Tawney alleges."

The President cites a letter he wrote to the Speaker, protesting against "the provision about the employment of Secret Service men' in other departments and declaring that "there is no more foolish outery than this against 'spies;' only criminals need fear our detectives.' He says that this and other methods "proved unavailing to prevent the wrong" and that "Messrs. Tawney and Smith and their fellow members on the appropriations committee paid no heed to the protests.'

Much space in the special message is devoted to showing that the Secret Service detectives worked very effectively in exposing frauds in public land dealings. He dwells upon the good work of "men trained in the Secret Service" when detailed to the Department of Justice and the Department of the Interior" in ferreting out Nebraska land frauds and illegal fencing, then quotes a Secret Service memo-randum about the indictment of Charles T. Stewart, of Council Bluffs, an influential resident, who conducted a large business in the adjacent city of Omaha, for three different offenses. The memorandum details the names of Stewart's attorneys, in Council Bluffs, some represent the Council Bluffs Street Railway, and one of whom was attorney for a political worker of the Union Pacific Railroad. The memorandum likewise connects Stewart with the postmaster at Council Bluffs.

There is no immediate mention of was aware that Mr. Smith stands forth as one of Council Bluffs' leading citizens and that in all probability he en-

of his message. course of the public lands that were returned to the government by the activities of the Secret Service detectives and emphasizes how this good work in Nebraska and elsewhere would not have been possible "if the present law, for which Messrs. Tawney, Smith and the other gentlemen I have mentioned are respon-sible, had then been in effect.'' He describes how the cotton leak scandals were unearthed by Secret Service men, the beef trust investigations at Chicago aided, the Honduras National Lottery that time, Company destroyed; the ink contract fraud in the Bureau of Engraving exfraudulent naturalization papers on a large scale finally thwarted.

The President 'most earnestly!' asks

that "in the name of good government and decent administration, in the name of honesty and for the purpose of bring-ing to justice violators of the federal wherever they may be found, whether in public or private life, that the action taken by the House last year be reversed." He wants the Chief of the Secret Service paid a salary of \$6000 a year instead of "a salary utterly inadequate to the importance of his functions'' and the bureau placed under the jurisdiction of the Department of Justice, "where it properly belongs,"

The reply was awaited by members of the House with the liveliest interest. Although apparently intended to pla-cate them, it had in many instances

quite the opposite effect.

The House of Representatives is threatening reprisals upon the President because of his allusions in their special message. The new members of the Ananias Club hotly resent the references to themselves. L. White Busbey, the Speaker's private secretary and mer Washington correspondent, says article on the Secret Service which the President quotes in his special message was inspired by no other than the Pres-ident himself.

Once Opposed the Secret Service.
At that time, in January, 1904, the
President was very resentful toward
the Secret Service. In informal talks

at the White House he charged its men asserted more than once in private con-versation his disapproval of the conduct of his Secret Service attendant, who was killed in the accident at a street car crossing at Pittsfield, Mass.

Representative Tawney, chairman of

the House appropriations committee, whom the President attacks, is speed-ing back here from his Minnesota home. Representative Walter I. Smith, of Council Bluffs, Iowa, the other member

There is talk about conducting an investigation and summoning Mr. Bus-bey before the appropriations commit-tee to testify. He is willing to tell more about how the President gave him the material for the Inter-Ocean speaker's secretary. Representative Swager Sherley, Democrat, of Kentucky, a member of appropriations, whose words the President quotes to show that Coursess was determined its show that Congress was determined its members should not be shadowed Secret Service men, promises to put a deal of interesting material in the Congressional Record.

A Conversation with Sherley. Mr. Sherley was among the New Year's callers at the White House last Friday. As he passed in the line, the

'I had to make your argument in

President said:

"I had to make your argument in debate the basis for much of my reply about the Secret Service, Mr. Congressman. I did not want to bring you into it, but I had to."

"Very well, Mr. President," responded Mr. Sherley, as New Year's greetings were exchanged; "I accept the responsibility for all I said."

Mr. Sherley has been delving into the records for proof of the assertion

the Hayes administration, which he will probably put into the Congression-The al Record soon, that it may be pre-ortel- served along with the President's spechairman of appropriations. A para-graph restricting the management of graph restricting the management of the Hot Springs, Ark., reservation had been lost out of an appropriation bill. It appears that this was by accident in one of the enrolling rooms. It caused quite a commotion, just as did the erroneous retention in an appro-priation bill a few years ago of a paragraph for purchasing the site for a new public building in Washington. Charges were made that Secret Ser-vice men took it upon themselves the very day of that occurrence to "look

certain members of Senate and House to ascertain whether they had any guilty knowledge. The investiga-tion brought out that Simon B. Conover of Florida, chairman of the Senate Committee on Enrolled Bills, and Stephen W. Dorsey of Arkansas, both Republican reconstruction Senators, were among those whom the Service men had "looked over.

Hostile Comments Abound. The corridors and committee-rooms are buzzing with hostile comments, but remains to be seen how much the authors of these comments will be willing to say in debate, if there is a de-bate, or before either the committee on appropriations, if it chooses to investigate, or before the special com-mittee, headed by Representative Perkins of New York. One incident, recited with considerable gusto, pertains to a summons that Speaker Cannon had from the White House. It was the day when Mr. Perkins introduced Representative Smith's name in that con-nection but the President undoubtedly just taken the gavel, Mr. Perkins was upon his feet waiting for recognition, when by a telephone message the White House asked that Mr. Cannon come to see the President before the dorsed the postmaster in that town.

Emphatic About Tawney and Smith. Perkins resolution was presented. When The President singles out "Messrs. informed that, under the circumstances, ed Mr. Cannon to come to the White

House as soon as he could get away.

An hour later he took a cab and hastened to see the President. At the very beginning of their conversation the President brought forth the article by Mr. Busbey. It had been furnished him supposedly by Chief Wilkie of the Secret Service. Wilkie and Busbey Secret Service. Wilkie and Busbey used to be newspaper men in Chicago. After the article in question appeared, Wilkie ceased to speak to Busbey, and they have had no intercourse since

Threats are heard in House commit tee circles about dragging to the light osed and the conspiracy for selling records of the hearings regarding Secret Service appropriations. this is pure bluster and how much of it is really serious talk is a matter of conjecture. The testimony of Chief Wilkie, it is claimed contained some damaging admissions, which were printed at his own request. But the stenographers notes and also the type-written copy are understood to have been preserved. If these could be used to confound any of the President's statements, undoubtedly some members of the committee would favor making

the original records public. Wanted His Salary Raised. Four years ago, about this time, President Roosevelt desired that the salary of his office should be raised from \$50,-000 to \$100,000. He has been credited with having sent ex Assistant Secretary of State Francis B. Loomis to the Capiconfer with the appropriations committee to ascertain whether provision could not be carried on the general deficiency bill. Some of the men whom he involves in his special message were enlisted in that There has been discussion about em bodying the history of that effort in some official statement to be put out in the hope of "getting back" at the President but the idea may be aban-

So earnest are the House leaders to confound the President that they have been cooperating cordially with Mr. Sherley and aiding him to the extent of their ability in preparing to support the statements he advanced in the debate on the restriction clause last year. He is a member of the appropriations committee, practically all whose mem-bers of both parties, resent the attack the President has made.

The American bark Nunanu, Capt. Josselyn, left Kaanapali on Wednesday for New York.